



ABOVE: PROGRESS ON WIDENING NORTHBOUND US 29 (LOOKING SOUTH – JAN. 15, 2015)

Project Update

Northbound US 29
Widening & Sound
Barriers - Phase 1B

WINTER 2015

Widening Paves Way for Next Stage

When crews finish widening northbound US 29 into the median, northbound traffic lanes will be shifted toward the median onto the new pavement while crews construct sound barriers.

Recent Accomplishments:

- In the median of US 29, excavation and grading are complete; all drainage structures and pipe are installed from MD 32 to Broken Land Parkway; and the widened roadway has been constructed and base-paved from MD 32 to Broken Land Parkway (pictured above).
- Crews have completed the new storm water management pond near the ramp from westbound MD 32 to southbound US 29 (pictured at right).

Upcoming Work:

- Crews will continue drainage structure and pipe installation in the median north of Broken Land Parkway.
- Crews will begin construction of a sound barrier near the ramp from Southbound US 29 to Westbound MD 32.
- When temperatures allow, crews will complete base paving and wedge and leveling of the widened roadway in preparation to shift lanes for the next stage.



Above: The new storm water management pond (Oct. 25, 2014 by Brian Emerson, American Infrastructure, Inc.)

PROJECT AT A GLANCE

LOCATION: NORTHBOUND US 29 FROM MD 32 (PATUXENT FREEWAY) TO MD 175 (ROUSE PARKWAY)

COST: \$26.6 MILLION

SHA PROJECT ENGINEER: BRIAN PICKENS

CONTRACTOR: AMERICAN INFRASTRUCTURE, INC.

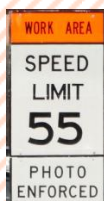
ANTICIPATED COMPLETION: SUMMER 2016

24% COMPLETE

FOR MORE INFORMATION

Visit the project website at <http://bit.ly/US29phase1B>

To submit comments or questions, see the [feedback](#) section on the website or call the field office at 443-917-2157.



MARYLAND SAFEZONES SPEED ENFORCEMENT

In an ongoing effort to improve work zone safety, SHA and Maryland State Police have deployed the *Maryland SafeZones* Automated Speed Enforcement system on US 29. As of Dec. 22, 2014, drivers excessively speeding by 12 or more MPH above the 55 MPH speed limit face a \$40 civil citation.

For more information, visit www.safezones.maryland.gov.

Frequently Asked Questions about Sound Barriers and Construction Noise on US 29

Q: Why is construction taking place at night? Since crews are working inside traffic barriers, couldn't this work be done in the daytime to avoid disturbing neighboring communities with noise and vibration?

A: SHA is sensitive to the proximity of residential communities to the US 29 work zone and the disturbance that night construction work can cause. Whenever possible, construction will be limited to daytime hours. However, traffic volumes on US 29 and safety considerations make it necessary for certain construction activities, such as milling and paving, to be completed overnight when traffic volumes are lowest. Completing this work between 8 p.m. and 5 a.m. allows crews to close lane(s) on US 29 without creating traffic jams, and allows more time and lower traffic volumes than the shorter window between the morning and evening rush hours.

The night work that was taking place in late December was base asphalt paving of the newly widened roadway section in the median of US 29. Although the paving was behind barrier wall, the size of the equipment and the need for trucks to frequently enter and exit the work area required closing a lane on US 29, which is why the work was scheduled for overnight hours. Cold temperatures have temporarily halted this work, but when weather allows, the contractor will resume night work to complete the base paving and leveling. We anticipate approximately six to ten additional nights of work to complete this step.

The next stage of the project will be construction of sound barriers along the shoulders of US 29. We do anticipate some noise from this work including the drilling of caissons for the wall's foundation, but this work

will be limited to daytime hours to minimize the inconvenience. We appreciate the community's patience and apologize for any disruption.

Q. Why didn't SHA construct the sound barriers first before beginning work to widen the roadway?

A: There was not enough space off of the shoulder of US 29 to construct the sound barrier without multiple lane closures disrupting traffic. By widening the roadway into the median first, SHA will be able to shift northbound US 29 traffic lanes to the left onto this newly widened section, creating the space needed for construction equipment to build the sound barriers with minimal lane closures. This will allow crews to complete loud drilling necessary for the wall's foundation during the day. Base-paving the widened roadway and leveling this pavement with the existing roadway is part of the critical path that must be completed before this traffic shift can occur and crews can begin on the sound barriers.

Q: Where will sound barriers be constructed as part of this project and how far do they extend?

A: Along northbound US 29, sound barriers will shield residential areas east of US 29 between MD 32 (Patuxent Freeway) and MD 175 (Rouse Parkway). At the south end, the barriers will begin near the Atholton Square business complex south of Flapjack Lane and extend to broken land parkway exit ramp. North of Broken Land Parkway, barrier will be constructed near the River Meadows Drive and Rosinante Run areas, as well as from just north of the pedestrian bridge over US 29 to the exit to eastbound MD 175.

Additionally, along southbound US 29, a sound barrier will extend from south of Seneca Drive along part of the ramp from southbound US 29 to westbound MD 32 to reduce noise for the Martins Road community.

The barriers are shown in pink in the image below. For a more detailed view, a Google Earth file is available upon request. Please use the feedback form if you would like to request to have this file emailed to you.

For more information about sound barriers, visit <http://sha.maryland.gov/Index.aspx?PageId=827&d=114>.

